

THE
HONGKONG
WEEKLY.
ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME.

No. 12,831.

號七月八年七零百九千一第

HONGKONG, WEDNESDAY, AUGUST 7, 1907.

日九廿月六年未丁

PRICE, 25.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA,
A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

TAI KWONG CO.,
109, Des Vœux Road Central.

GASOLINE LAMPS
WELSBACH MANTLES.
Hongkong, June 14, 1907. 1017

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF 80 CENTS per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, August 2, 1907. 1295

THE BOWLING CLUB, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the BOWLING CLUB, LIMITED, will be held at the CLUB PREMISES No. 2, Wyndham Street, on WEDNESDAY, the 14th day of August, 1907, at 6.30 o'clock in the afternoon, when an arrangement will be submitted for the approval of the Shareholders for the purpose of effecting a transfer of the business and property of the Company under Section 201 of the Companies Ordinance 1863 and a resolution to adopt the arrangement will be proposed accordingly.

The following are the terms of the arrangement:
The Liquidator of the Company shall transfer to a new Company to be called the PHOENIX CLUB, LTD., the whole of their good-will, stock-in-trade and assets. The purchase price shall be \$2,750.00 payable wholly in fully paid-up shares of the new Company to be distributed among the Debenture-holders and Shareholders of the old Company by its Liquidator.

In the event of the said resolution being carried the following further resolution will be proposed:
That the Company be wound-up voluntarily under the provisions of the Companies Ordinance 1863 and that ERNEST GRANVILLE JORDAN be and is hereby appointed Liquidator for the purposes of such winding-up with power to enter into the proposed arrangement for the transfer of the business and property of the Company.

In the event of the above resolutions being duly passed, they will be submitted for confirmation at special resolutions at a subsequent Meeting of which notice will be duly given.

Dated this 5th day of August, 1907.
By Order of the Committee,
ERNEST GRANVILLE JORDAN,
Secretary.

1280

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1907, at 3 o'clock for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, July 31, 1907. 1293

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUESDAY the 6th to the 17th day of August, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, July 31, 1907. 1293

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 13th August, both days inclusive.
By Order of the Board of Directors,
T. I. ROSE,
Secretary.

Hongkong, July 29, 1907. 1293

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS : KOWLOON BAY. OFFICES & STORES : No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,365 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain W. A. Valentini.
s.s. FATSHAN, 2,260 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,968 tons, Captain B. Beach.
s.s. HUNGSHAN, 1,988 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton every 8 a.m. (Sunday Excepted), 10 p.m. (Sunday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is given to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Grainger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 3 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 585 tons, Captain J. Wilton.
s.s. NANNING, 569 tons, Captain A. McKinnon.
The s.s. SAINAM leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

NOTICE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that INTEREST at the rate of 12% per annum, is payable on overdue calls.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, August 1, 1907. 1296

NOTICE.

BILLS for all Monies Due by me should be presented to me on or before the 15th SEPTEMBER, 1907. All outstanding accounts due to me, if not settled on or before the 15th SEPTEMBER, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.
Hongkong, July 15, 1907. 1154

NOW OPEN.

MONTPELIER.

6, ROBINSON ROAD, HONGKONG.

PRIVATE HOTEL.

MAGNIFICENT ROOMS, BEAUTIFULLY FURNISHED.

MODERATE RATES.

Hongkong, July 1, 1907. 1049

NOTICE TO MARINERS.

No. 304 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU RIVER.

ESTABLISHMENT OF WOODSUNG SEPT GAS-LIGHTED BUOY.

NOTICE IS HEREBY GIVEN that the Woodsung Sept Gas-Lighted buoy will be discontinued on or about the 15th August, and that a Gas-Lighted Buoy, surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red Light every 8 seconds, thus:
4 seconds "light"
4 seconds "dark"
will be moored 1 cable S. 27° E. from the present position of the unlighted buoy.

The Gas-buoy will mark the spit as well as the end of the jetty under course of construction by the Whangpu Conservancy. The Light-buoy now marking the jetty (see Harbour Notification No. 12 of 1905) will be discontinued.

T. J. ELDRIDGE,
Acting Coast Inspector.

Coast Inspector's Office,
Shanghai, July 27, 1907. (1264)

A LING & CO.,

19, QUEEN'S ROAD CENTRAL

(Next to Messrs Kuhn & Kohn).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

DEVELOPING AND PRINTING UNDERTAKEN.

Hongkong, August 1, 1907. 1299

告廣KUNG YIK GODOWNS. 益公

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 178, Shaft Tseu Tsui, Pao Yau, on (M. Lot Nos. 204 to 208), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlord, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owner are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the undersigned against goods stored in the Kung Yik Godowns.

The Kung Yik Godowns, Agents The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.,
SAM WANG & CO., LTD.,
TELEPHONE : No. 21.
Address : 81, Queen's Road Central.

U YUK OHL,
Managing Director.

Hongkong, July 2, 1907. 1109

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

COMFORTS OF RESIDENTS STUDIED.

AIRY ROOMS, CUISINE A SPECIALTY.

FOR RATES APPLY TO THE MANAGER.

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in Stock a Supply of the above in all sizes. Prices may be obtained on application.

Hongkong, July 25, 1907. 1206

F. GREENFIELD
Successor to
HARRIS-KEENEY CO.,
MANUFACTURERS OF HIGH GRADE RATTAN AND LINEN FINE FURNITURE,
PRINCE STREET, opposite Main

2 Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to all local customers.
Hongkong, July 31, 1907. 1242

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STRAMPPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

CR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

100

LANE, CRAWFORD & CO.

PLAIN AND FANCY

LADIES' HOSIERY

CASHMERE AND LISLE THREAD HOSE

IN BLACK, BROWN AND WHITE.

LISLE HOSE WITH CASHMERE FEET

\$1.50 AND \$2.00 PER PAIR.

LANE, CRAWFORD & Co.

Hongkong, August 7, 1907. 1040

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Machines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907. 1005

NOTICE.

MAGISTRACY.

IT is hereby notified that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony will be held at the Magistracy, at 2.15 p.m., on MONDAY the 12th August, 1907, for the purpose of considering the following application under the Liquor License Ordinance, 1898, viz.: the Liquor License to sell by retail intoxicating liquors on premises numbered 8 and 10, Ice House Street, under the sign of "The Oyster House".

H. H. J. GOMPERTZ,
Police Magistrate.

Hongkong, July 20, 1907. 1286

PATELL & CO.,

SHAMBEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Hongkong, July 20, 1907. 1286

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

COMFORTS OF RESIDENTS STUDIED.

AIRY ROOMS, CUISINE A SPECIALTY.

FOR RATES APPLY TO THE MANAGER.

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in Stock a Supply of the above in all sizes. Prices may be obtained on application.

Hongkong, July 25, 1907. 1206

F. GREENFIELD
Successor to
HARRIS-KEENEY CO.,
MANUFACTURERS OF HIGH GRADE RATTAN AND LINEN FINE FURNITURE,
PRINCE STREET, opposite Main

2 Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to all local customers.
Hongkong, July 31, 1907. 1242

CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

ALL SORTS OF COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIP, ENGINEERS AND HOUSE BUILDERS.

1283

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

1879

S. I. E. T. I. N. G.,

Surgeon Dentist,

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

26

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Veilings, Long Silk Gloves, etc.

7 and 9, PEDDER STREET.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Manager.

1897

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER.

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT.

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY.

1897

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 44 for 4 1/2 x 6 1/2 Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907. 1289

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

JUST LANDED—NEW STOCK

HONGKONG STEAM WATER-BOAT COMPANY.

The Final Meeting.

A meeting of shareholders of the Hongkong Steam Waterboat Company, Ltd., was held this afternoon at Messrs. Dodwell and Co's Office. Mr. E. G. Barnett, president and there were present Messrs. Duncan Clark, J. D. Auld, E. A. Hankey, V. de Marney and R. Coughtrie.

After the notice convening the meeting had been read the Chairman stated that they had assembled to have the accounts of the liquidation laid before them. The assets and liabilities had been taken over by the Union Waterboat Company for the sum of \$127,000 and payment for same was to be made by allotting shares to the value of \$127,220 and cash \$270.00 for the fractional parts of the shares. Of the total capital of the Hongkong Steam Waterboat Company, comprising 815,000 share certificates for 14,943 had been presented and exchanged for shares in the Union Waterboat Company and \$225.50 had been paid in cash leaving only 937 shares to be dealt with.

Mr. G. C. Moxon proposed and Mr. Duncan Clark seconded that the report of the liquidator should be adopted. This was carried and the meeting terminated.

RETURNED CHINESE.

The African Harvest.

Lau Tak Shing went to South Africa and prospered, being appointed police sergeant at one of the mines. Chiu Tung Chi was only a constable and being hard pressed for cash he borrowed \$50 from Lau. That was in January, 1906. Then Lau got into trouble, was banished from South Africa and returned to Hongkong. Lau met Chiu again in Hongkong and pressed him for repayment but without success, for Chiu only paid back £12, leaving £81 still due. Then Lau issued a writ and sued him for \$78.25—the equivalent of £31—and the case came before His Honour Mr. A. G. Wise.

Mr. O. D. Thomson appeared for plaintiff and Mr. Otto Kong Sing represented the defendant.

The plaintiff stated he had never been in the Summary Court before, and even when confronted with his own affidavit still denied it, stating that the case was settled in the office, despite the fact that in Chambers he admitted that he knew the Puisse Judge well. He also denied prosecuting three men at the Police Court.

Mr. Justice Wise—Although he has been in South Africa he still retains his old habit of licking his lips when he lies.

Lau admitted that he was waiting for other Chinese to return from Africa in order to collect further debts. During the two years he was in South Africa he made more than \$20,000, his pay and gambling.

Mr. Kong Sing—And he is a policeman.

Mr. Justice Wise—That's why he was banished.

Other evidence was called. One man saved \$20—lost the rest gambling—while a third only saved £1. The latter had paid plaintiff £18, money due, on his arrival in Hongkong leaving himself with only \$38.

Defendant denied the debt, stating that he had paid back all he had owed.

Mr. Justice Wise suggested that it would be a good thing if the plaintiff got out of the Colony.

Calling him up the Puisse Judge said:—I'm quite tired of you. If you come before me again in a similar case I will do my best to send you to goal. You had better get away as fast as you can or I will try and have you sent away. You have been banished from one Colony; we'll see if we can't get you banished from another.

Judgment for defendant and costs.

THE KING OF SIAM.

The King of Siam, visiting the Reskide Cathedral, was measured on the historical column where the measurements of all the monarchs of Europe are engraved. King Chulalongkorn proved (the Copenhagen correspondent of the "Morning Leader" says) to be exactly the same height as was the Tsar Nicholas ten years ago. The King paid a visit to the Royal China manufactory, where he appeared to be immensely pleased with three white china elephants, exclaiming: "Dear me, they are too small for tank piling."

OCEAN-GOING DESTROYER.

The new ocean-going torpedo-boat destroyer, Tartar, was successfully launched from Messrs. Thornycroft's works at Southampton at the end of June. The dimensions of the vessel are—Length, 270ft.; beam, 26ft.; draught, 8ft. 2in. She will be fitted with turbine machinery of the Parsons type (built by Messrs. Thornycroft) and six Thornycroft water-tube boilers, arranged for burning oil fuel, which it is estimated will give her a speed of thirty-three knots. The armament will consist of three 12-pound quick-firing guns and two 18-inch torpedo-tubes.

OPIUM.

In the House of Commons on July 2 Mr. Rees asked the Secretary of State for India whether there had been any diminution in the demand for Indian opium since the promulgation of the anti-opium edict by the Chinese Government.

Mr. Morley (Montrose, &c.) : I have no direct information as to the present consumption of Indian opium in China; and it may be some time before comparative figures are available. I may point out that the export of opium from India this year to foreign countries is estimated considerably below the average export of preceding years. It will be under 62,000 chests, as against an average of 67,000 chests in the five years ending 1905, and the decrease is mainly due to smaller consumption of Malwa opium in China.

THE SANITARY BOARD.

Unofficials Roused.

The unofficial members of the Sanitary Board may be likened to hornets. Disturb their serenity and you will remember it. They were disturbed yesterday—the Government had poked a stick into their nest and twisted it round. Mr. A. Shelton Hooper (with the sanitary laws of England at his fingers' ends), Mr. Hewett (knowing his colleague was in the right), Mr. Lau Chu Pak (who apparently missed the point of the Standing Orders) and Mr. Fung Wa Chun, were all arrayed against the officials. And the speeches had a telling effect.

Mr. Lau was the first to start. He thought the unofficial members of the Board were more or less interested in every question which came before the Board. They were there to look after the interests and welfare of the community. To give an instance of how the suggested bye-laws would operate, Mr. Lau said they had just been discussing Chinese cemetery by-laws, in which he was as much interested as any other Chinaman in the Colony, as when he died some of his people would have to pay the burial fee of \$20 (Laughter). He was beneficially interested in it, and if the standing orders were adopted he should be excluded from voting. He certainly opposed the adoption of the standing orders proposed as if passed he did not think it would be necessary to retain the services of the officials.

Mr. Hooper (who had been sitting tight the while, but ready to discharge his broadside) suddenly said:—There is nothing before the meeting—nothing has been proposed; perhaps no one intends to propose anything.

Mr. Dr. Atkinson—There are several minutes so I thought members would like to discuss this question before putting it to the Board. If they don't I move that the suggested standing orders be adopted.

Hon. Mr. Chatham—I second that. In doing so I may say I think the interpretation which Mr. Lau Chu Pak puts on these standing orders is rather strained. They are intended to apply to members who are directly interested in a question which comes before the Board—in many cases affecting property of considerable interest. They are not intended to apply to a question of a grave fee.

Mr. Lau Chu Pak—The order as it stands has a very broad meaning.

Then Mr. Hooper's turn came. He had been waiting his opportunity patiently.

"I would first refer," he said, "to the minutes of our last meeting, and to the resolution that was carried unanimously that consideration of these two standing orders be postponed until the next meeting of the Board, and in the meantime the opinion of the Attorney-General be obtained as to the legality. Now, Sir, I stated at the last meeting that I had been legally advised that each of these bye-laws was ultra vires, and that statement is unrefuted to-day although they were sent to the Government, who were asked to obtain the opinion of the Attorney-General as to their legality or otherwise. Therefore I take it that as the opinion I expressed has not been refuted, they are illegal. If they are illegal, the matter ends at once as far as we are concerned. But whether they are or are not I would like to state, and to reiterate particularly what I stated at the last meeting, that in principle I am entirely with you; that is to say, I think it would be a very dishonourable and dishonest act for any member of this Board, official or unofficial—whether one of those nominated by the Government or one sent here by the ratepayers—to use the Board to benefit his own ends. It would be an improper act, and I don't think for one moment that you as President, Sir, would think any member of the present Board constituted as it is, capable of so doing. I asked you at the last meeting whether in your experience as President of the Board—and it has been practically so constituted for the last 20 years—if you could tell me any one case in which there had been such an abuse. By your silence I took it that you could not. Then what is the necessity for such a standing order? There must be some reason for it! To begin with it is a very extraordinary thing that where the Government by enactment has constituted the Board and given that Board power to make what standing orders they pleased as to procedure, it cannot trust us. These orders emanate from them (the Government) on an outside body altogether. They have no authority over the Board more than is contained in the Ordinance, and there they have actually limited us as to what we can make standing orders for. To give you an instance: In the principal Ordinance, No. 1 of 1903, we had power to make standing orders for procedure at our meetings, and to regulate our officers. A few months later the Government took away the latter power and left us with the former. I have been advised and give you a quotation from Mr. Justice Lush to show that procedure denotes the mode of proceeding by which legal rights are enforced, as distinguished from the law which gives or defines that right. Therefore I maintain that we have not got that right. As to whether it would be necessary for us to make such standing orders, if we possessed it, I go so far as to say it would not. Probably I should be met with what the law is at home under the Public Health Act of 1875 and the Housing of the Working Classes of 1890. In one case it says that if a member has beneficial interest and votes, he is liable to a penalty of £50. If this Board was constituted as the Urban Sanitary Authorities are at home, I think

that would be a very proper proceeding, and if the Government will only constitute the Board that way and allow the ratepayers to elect the whole of the members, then they will have some reason for introducing such orders. The Board is now composed of ten members, four of whom are Government Officials and four of whom are nominated by the Governor, and I am sure in making his choice he would not put any member on the Board capable of a dishonourable action. That leaves only two members who are elected by the ratepayers, and I hope in your estimation, Mr. President, they stand as well as their colleagues. Going on to the standing orders, if they are passed, and a question comes up before the Board and I proceed to vote, I take it that if you had any doubt about it you would say—are you beneficially interested? I am going to give you an instance to show the difficulty in which you might be placed. You ask—Are you beneficially interested? I say—No! I don't think so. Then you ask—Are you a shareholder? I reply—What do you mean by a shareholder? A registered shareholder? You say—Yes. Then I would say I know many cases where registered shareholders have sold their shares twenty years ago and are still on the register, but have no beneficial interest. On the other hand there are men holding thousands of shares whose names are not on the register. Are they to be examined by the Board. It is an untenable position and under the circumstances I say we are far better without these standing orders. They are not necessary for the good or well-being of the administration which is at present imposed on the Board under the Public Health Ordinance."

That speech opened the way for the Hon. Mr. Hewett. He saw that Mr. Hooper had not driven home one point effectively enough. So he said:—"I move an amendment that before the question is put to the vote the resolution agreed to by a majority of the Board at the last meeting be acted upon, and that the Attorney-General's opinion be laid before the Board before a conclusion is come to. That has been ignored by the Government, and I maintain the Government had no right to ignore it. The suggestion for a modification of the standing orders was brought forward, I think, by the Officer Administering the Government, now the Colonial Secretary, and this is an attempt to force an alteration of the standing orders upon the Board without proper consideration. I make the statement with perfect deliberation. I gather, Sir, that at a previous meeting a definite resolution was passed asking for legal opinion. That opinion has not been forthcoming. In spite of this the Board are asked to pass a resolution; which is altogether wrong. Before coming to a final decision, or before discussing the question, we must have the legal opinion before us."

Mr. Fung Wa-chun seconded.

The President consulted the Hon. Mr. Chatham, and then remarked:—It is not necessary to put it to the vote.

A gesture from both Mr. Hooper and Mr. Hewett changed the President's opinion and the amendment was put. Messrs. Hooper, Hewett, Humphreys, Fung Wa-chun, Lau Chu Pak and the President voted in favour, there being no dissenters.

Therefore, the Attorney-General's opinion must be obtained and the unofficials have another chance to dispense their oratorical "blessings!"

SPORTING.

Golf.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 2nd to 5th August, 1907. The following returns were made:—

CAPTAIN'S CUP.

Mr. H. W. Shiao ... 93-14-79

Mr. E. J. Grist ... 82-14-78

Mr. E. F. Mackay ... 91-14-86

(14 entries)

MAX CUT.

Mr. T. S. Forrest ... 80+2-82

Mr. G. E. Morrell ... 102-18-84

(13 entries)

* Winner of Captain's Cup.

* Winner of Pool.

CORRESPONDENCE.

TOMMY!

To the Editor of the "CHINA MAIL."

Sir—Your article of last night on the Soldier Man was timely. Tommy is in need of some help. He is the man behind the gun when there's shooting to be done, and he should not be forgotten in the piping times of peace. In England his rate of pay might be right enough, but in Hongkong—where a \$1 is hardly equal to 1s.—he should receive sufficient to enable him, at any rate, to buy his tobacco and have a little over. The cause you are espousing is a good and a just one, and it is to be hoped the article meets the right eyes at Home, and that Tommy gets what he deserves.—Yours, etc.,

A CIVILIAN.

HONGKONG, August 7.

FRENCH WINE LEGISLATION.

LONDON, July 13.

The French Senate has passed the Chamberlain's bill to prevent the adulteration of wine.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

THERE is probably no medicine made that is relied upon with more implicit confidence than Chamberlain's Colic, Cholera and Diarrhoea Remedy. During the third of a century in which it has been in use, people have learned that it is the only remedy that never fails. When afflicted with colic and diarrhoea it is pleasant to take. Sold by all chemists and storekeepers.

HONOURING THE EMPEROR.

Banquet at Canton.

(From Our Correspondent.)

CANTON, August 6.

The banquet given to-day in recognition of Emperor Kwang Su's thirty-seventh birthday was probably the most elaborate ever given in Canton. The Banquet Hall of the Grand Hotel was profusely decorated with flags and flowers, both inside and outside, and the impression of the whole was very pleasing indeed. The table was placed in the main hall, and covers were laid for ninety persons.

The guests were met at the entrance and escorted through lines of soldiers into the large reception room at the right of the banquet hall. Foreigners made up about half of the party. Among those present were Mr. King, Commissioner of Customs, Hon. Leo Bergholz, American Consul-General, Mr. W. G. Lay, Postal Commissioner, Mr. Moorehead, Deputy Commissioner, Mr. Mase, Harbour Master, Mr. Joseph Lind, Superintendent of the San Shui Line of the Hankow Railway, Hon. S. Uyeno, Japanese Consul, Dr. J. M. Swan, of the Canton Hospital, Mr. Zundel, of Messrs. Arnold Karberg and Co., Mr. Loureiro, Deputy Commissioner, and Mr. Grove, Engineer in Chief of the Chinese portion of the Canton-Kowloon Railway. All of the high Chinese officials were present.

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Shipping.

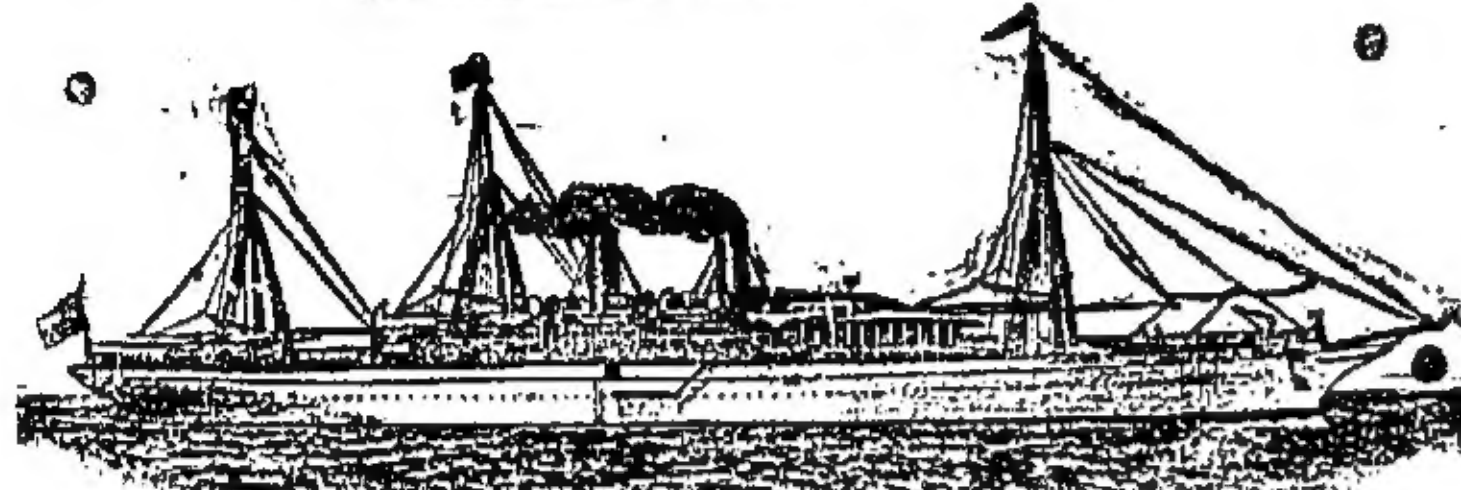
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SPANGHAI	MARMORA	About 8th	Freight and Passage.
LONDON, via Usual Ports	DELHI	Noon, 10th	See Special Advertisement.
MARSEILLES, LONDON	SIMLA	About 14th	Freight and Passage.
AND ANTWERP	DELHI	About 18th	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	NAMUR	About 18th	Freight and Passage.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only Line that maintains a Regular Schedule Service of 11 Days across the PACIFIC to the 'EMPIRE LINE'. Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. MONTREAL	6163 Tons	Wednesday, Aug. 14, 1907
EMPIRE OF JAPAN	6220 Tons	Thursday, Aug. 29, 1907
TARTAR	4425 Tons	Wednesday, Sept. 11, 1907
EMPIRE OF CHINA	6000 Tons	Thursday, Sept. 26, 1907
ATLANTIC	6882 Tons	Wednesday, Oct. 9, 1907
EMPIRE OF INDIA	6000 Tons	Thursday, Oct. 24, 1907

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPIRE' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTREAL, TARTAR AND ATLANTIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PEDDER STREET AND PRAY, Opposite Biske Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADO MARU, Tons 6227	WEDNESDAY, 21st Aug., at Daylight.
VICTORIA, B.C., AND SEATTLE, via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6388	TUESDAY, 20th Aug., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY, 6th AUGUST, at Noon.	NIKKO MARU, Tons 5559	FRIDAY, 9th AUGUST, at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	WAKAMIYA MARU, Tons 4421	FRIDAY, 9th AUGUST, at Noon.
KOBE AND YOKOHAMA.	IYO MARU, Tons 6320	FRIDAY, 9th AUGUST, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. AUBIN. On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

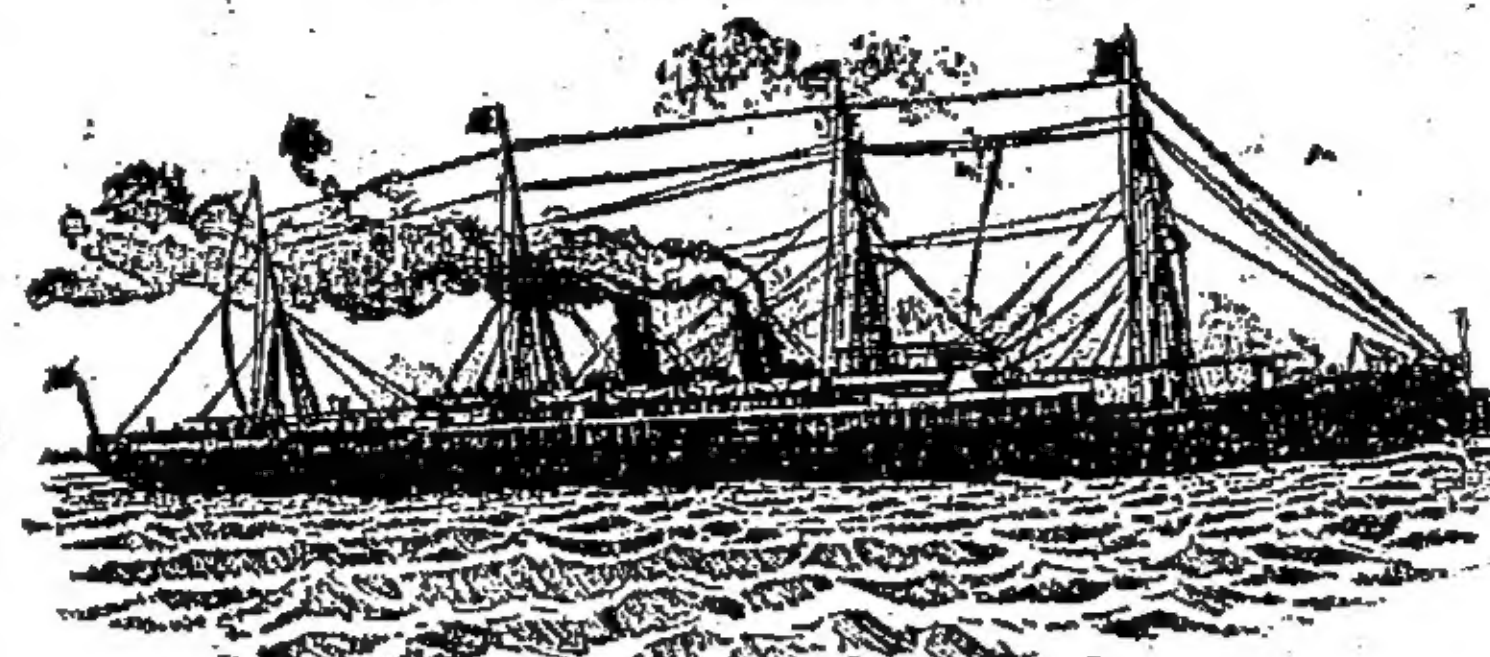
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, ON OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	TONS.	TO SAIL ON.
* KOREA	18,000 Tons	FRIDAY, 16th Aug., at Noon.
* AMERICA MARU	11,000	SATURDAY, 24th Aug., at Noon.
* SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
* CHINA	10,200	SATURDAY, 7th Sept., at Noon.
* MANCHURIA	27,000	SATURDAY, 14th Sept., at Noon.
* NIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.
* ASIA	9,500	TUESDAY, 1st Oct., at Noon.
* PERIA	9,000	FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU	11,000	SATURDAY, 19th Oct., at Noon.

* Two Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-30th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1906, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 59 minutes.

THE P.M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 16th August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, to PORTLAND, OREGON, KREUZING, MOJI, KOBE & YOKOHAMA; FOR

OPERATIONS IN - - - OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP.

ARABIA, Tons 4483, CAPTAIN O. NEUMANN, To SAIL ON, Aug. 11, Daylight.

ALESIA, Tons 6167, JOHN ERNST, To SAIL ON, Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

HOIHOW & HAIPHONG

SWATOW & SHANGHAI

SHANGHAI AND OCHIKIANG

TSINGTAU, CHEFOO & NEWCHANG

SWATOW, AMOY & SHANGHAI

MANILA

JAVA

HAIPHONG

SWATOW, CHEFOO AND TIENHSIN

YOKOHAMA AND OCHIKIANG

MANILA ZAMBOANGA, PT. DARWIN

THURSDAY ISLAND, COOKTOWN

CAIRNS, TOWNSVILLE, BRISBANE

SYDNEY & MELBOURNE

* Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table and fully qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALCOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Date.

KUBI 2540 R. W. Almond Manila Saturday, Aug. 10.

ZAVIRO 2540 A. Fraser Manila Saturday, Aug. 17.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at MALABAR COAST.)

S.S. ABERLOUR, To SAIL, 23rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SAMARANG & SOERABAYA	ONSANG	THURSDAY, Aug. 8, at Noon.
* SINGAPORE, PENANG & CALCUTTA	LAISANG	THURSDAY, Aug. 8, at 3 p.m.
* MANILA	YUENSANG	FRIDAY, Aug. 9, at 4 p.m.
* SHANGHAI	WINGSANG	SATURDAY, Aug. 10, at 5 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single	\$ 65	Return \$100
Penang	85	150
Calcutta	165	250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.

STEAMERS.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.

YOKOHAMA AND KOBE.

KUDAT AND SANDAKAN.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship HAICHUNG, Captain A. E. HODGINS, will be despatched for the above ports on FRIDAY, the 9th inst., at 2 p.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, August 5, 1907. 1279

FOR NEW YORK.

(With liberty to call at the MALABAR COAST.)

THE Steamship TUDOR PRINCE, Captain McDONNELL, will be despatched for the above port on or about THURSDAY, the 15th August.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, July 22, 1907. 1188

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe, Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship GLENFARO, 3600 tons, will be despatched for Callao Iquique, via Japan Ports (Kobe & Yokohama), Middle of August, 1907. Passengers only.

Steamers Tons To SAIL.

KASATO MARU, 6100, End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama.

Hongkong, April 15, 1907. 591

SOUTH AFRICAN LINE OF STEAMERS.

FOR DURBAN.

THE Steamship HELIOPOLIS, Captain MANN, will be despatched as above on or about TUESDAY, the 20th August.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 25, 1907. 1211

STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROJECTED SAILINGS FROM HONGKONG.

STEAMERS.

NOR NEW YORK.

SATSUMA, 7th September.

FOR BOSTON & NEW YORK.

GHAEZE, 14th September.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

FOR VLADIVOSTOK.

THE Steamship VINE BRANCH, will be despatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, August 3, 1907. 1274

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY DIRECT.

THE Company's Chartered Steamship ISTOK, Captain TROSC, will be despatched as above on SUNDAY, the 18th inst.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, August 6, 1907. 1282

NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship KOREA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharges and undelivered by THURSDAY, 8th August, 1907, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by MONDAY, the 12th August, 1907, at Noon, will be subject to rank.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on SATURDAY, the 10th August, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, August 6, 1907. 1276

NOTICE TO CONSIGNEES.

'OLEN' LINE OF STEAMERS.

FROM MIDDESBORO, ANTWERP, HULL, LONDON AND STRAIT.

THE Steamship Glenluise having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival. No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & CO., Agents.

Hongkong, August 6, 1907. 1281

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship Laissang having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

THE WAY IN CHINA.

It is no easy matter to find one's way about in China, even if one knows the language. So, at least, says Mr. W. J. Garnett, the Third Secretary of the British Legation at Peking, who returned a little while ago from a journey through the provinces of Shantung and Kiangsu. There are, he says, villages every few miles, but the inhabitants seem very ignorant of the places in their own neighbourhood. As a sample of the conversation that took place when he asked the way from one village to another he records the following:—"Is this the way to Tsoushien?"—"Yes, is this the way?"—"Oh, you are going to Tsoushien, are you? Where do you come from?"—"From Ching-chow. Please is this the way to Tsoushien?"—"Oh, you've come from Ching-chow, have you? Are you going into the city walls of Tsoushien?" Finally the native would admit that he did not know what the name of the place was, although the name of the place was, where he had come from, where he was going, and why he wanted an inn, he considered the original question, when repeated by the patient inquirer, and finally closed the conversation by saying, "How should I know? I am not a learned man."—*Ex.*

To-day's Advertisements

FOR SALE.
GOND PIANO and PIANOLA, with Records.
Apply by letter to Box 4,
Care of "CHINA MAIL" Office.
Hongkong, August 7, 1907. 1292

FOR SALE.
BULL PUP. Just imported. 7 months.
B. Snow Dog.
Pedigree 1915.
Apply to
MORGAN,
Pellian House,
Hongkong, August 7, 1907. 1296

NAVIGAZIONE GENERALE ITALIANA.
(VIGORIO & RUMATTO UNITE COMPANIES)
STEAM FOR BOMBAY.
Via SINGAPORE AND PENANG.

Having connection with Company's Mail
SINGAPORE to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LONDON and
GENOA: also VENICE and TRIESTE, all
MEDITERRANEAN, ADRIATIC, LIGURIAN,
and SOUTH AMERICAN PORTS up
to CALAO.

Shipping connection with the
CAPTAIN GRAYSON, will be despatched
from the above Port on TUESDAY, the
13th inst., at 3 p.m.

This Steamer has Superior Accommodation
for Passengers and is installed through-
out with Electric Light and carries a duly
certified Doctor.

For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, August 7, 1907. 1297

THE Steamship
CAPTAIN J. C. O'NEILL, will be despatched
from the above Port on TUESDAY, the
13th inst., at 3 p.m.

This Steamer has Superior Accommodation
for Passengers and is installed through-
out with Electric Light and carries a duly
certified Doctor.

For Freight or Passage, apply to
D. SASSON & Co., Ltd.,
Agents.
Hongkong, August 7, 1907. 1297

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BATA-
VIA, COLOMBO, CALCUTTA,
BOMBAY, ADEN, DIBOUTI,
BOVET, MARSEILLES,
LONDON, HAVRE, BREDA, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
CAPTAIN ADRIAN, will be despatched
from MARSEILLES on TUESDAY, the 20th
August, 1907, at 1 p.m.

This Steamer connects at Colombo with
the Australian line to Sydney bound for
Marseilles, via BOMBAY and ADEN.
Passage tickets and through bills of
lading issued for above ports.

Cargo also booked for principal places to
Europe.

Next Sailings will be as follows:—
S.S. POLYMERIS...Sept. 3, 1907.
S.S. TOURNAI...Sept. 17, 1907.
S.S. AVALON...Oct. 1, 1907.
S.S. YENA...Oct. 15, 1907.
S.S. YARA...Oct. 29, 1907.
S.S. KREMER SIMON...Nov. 12, 1907.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 7, 1907. 1299

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
CAPTAIN MOOREHEAD, will be despatched
from above on SATURDAY, the 31st inst.,
at noon.

This well-known Steamer is specially
fitted for Passengers and has a Refrigerat-
ing Chamber, which ensures the supply of
fresh provisions, ice, &c., throughout the
voyage.

The Steamer is installed throughout with
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
P. H.—To ensure the additional comfort
of passengers the steamer of the Company
have electric fans fitted in staterooms.

To-day's Advertisements

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFINS.

A MEETING of MEMBERS interested in
Subscription Grifins for the Next
RACE MEETING will be held at the
Office of the Jockey Club (Hongkong Club
annex), on SATURDAY, 10th inst., at
Noon.
Hongkong, August 7, 1907. 1291

INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.
SHEWAN, TOMES & CO.,
Agents.

Hongkong, August 7, 1907. 1288

THE DAIRY FARM CO., LD.

FRESH
BUTTER.

BEST AUSTRALIAN

at 65 Cents per lb.

BEST PASTRY

at 60 Cents per lb.

Hongkong, August 7, 1907. 1284

STEAMERS PASSED SUEZ CANAL.

Idemaru, Nambu, Puritan, Schaffers,
June 25; Forana, S. L. 28; Ajio,
Chikugo Maru, July 6; Bendis, Breiz
Huel, S. L. 9; Tendam, 12; Adra-
vian, 14; Idemaru, 16; Idemaru, 18;
S. L. 20; Idemaru, 22; Idemaru, 24;
S. L. 26; Idemaru, 28; Idemaru, 30;
S. L. 32; Idemaru, 34; Idemaru, 36;
S. L. 38; Idemaru, 40; Idemaru, 42;
S. L. 44; Idemaru, 46; Idemaru, 48;
S. L. 50; Idemaru, 52; Idemaru, 54;
S. L. 56; Idemaru, 58; Idemaru, 60;
S. L. 62; Idemaru, 64; Idemaru, 66;
S. L. 68; Idemaru, 70; Idemaru, 72;
S. L. 74; Idemaru, 76; Idemaru, 78;
S. L. 80; Idemaru, 82; Idemaru, 84;
S. L. 86; Idemaru, 88; Idemaru, 90;
S. L. 92; Idemaru, 94; Idemaru, 96;
S. L. 98; Idemaru, 100; Idemaru, 102;
S. L. 104; Idemaru, 106; Idemaru, 108;
S. L. 110; Idemaru, 112; Idemaru, 114;
S. L. 116; Idemaru, 118; Idemaru, 120;
S. L. 122; Idemaru, 124; Idemaru, 126;
S. L. 128; Idemaru, 130; Idemaru, 132;
S. L. 134; Idemaru, 136; Idemaru, 138;
S. L. 140; Idemaru, 142; Idemaru, 144;
S. L. 146; Idemaru, 148; Idemaru, 150;
S. L. 152; Idemaru, 154; Idemaru, 156;
S. L. 158; Idemaru, 160; Idemaru, 162;
S. L. 164; Idemaru, 166; Idemaru, 168;
S. L. 170; Idemaru, 172; Idemaru, 174;
S. L. 176; Idemaru, 178; Idemaru, 180;
S. L. 182; Idemaru, 184; Idemaru, 186;
S. L. 188; Idemaru, 190; Idemaru, 192;
S. L. 194; Idemaru, 196; Idemaru, 198;
S. L. 200; Idemaru, 202; Idemaru, 204;
S. L. 206; Idemaru, 208; Idemaru, 210;
S. L. 212; Idemaru, 214; Idemaru, 216;
S. L. 218; Idemaru, 220; Idemaru, 222;
S. L. 224; Idemaru, 226; Idemaru, 228;
S. L. 230; Idemaru, 232; Idemaru, 234;
S. L. 236; Idemaru, 238; Idemaru, 240;
S. L. 242; Idemaru, 244; Idemaru, 246;
S. L. 248; Idemaru, 250; Idemaru, 252;
S. L. 254; Idemaru, 256; Idemaru, 258;
S. L. 260; Idemaru, 262; Idemaru, 264;
S. L. 266; Idemaru, 268; Idemaru, 270;
S. L. 272; Idemaru, 274; Idemaru, 276;
S. L. 278; Idemaru, 280; Idemaru, 282;
S. L. 284; Idemaru, 286; Idemaru, 288;
S. L. 290; Idemaru, 292; Idemaru, 294;
S. L. 296; Idemaru, 298; Idemaru, 300;
S. L. 302; Idemaru, 304; Idemaru, 306;
S. L. 308; Idemaru, 310; Idemaru, 312;
S. L. 314; Idemaru, 316; Idemaru, 318;
S. L. 320; Idemaru, 322; Idemaru, 324;
S. L. 326; Idemaru, 328; Idemaru, 330;
S. L. 332; Idemaru, 334; Idemaru, 336;
S. L. 338; Idemaru, 340; Idemaru, 342;
S. L. 344; Idemaru, 346; Idemaru, 348;
S. L. 350; Idemaru, 352; Idemaru, 354;
S. L. 356; Idemaru, 358; Idemaru, 360;
S. L. 362; Idemaru, 364; Idemaru, 366;
S. L. 368; Idemaru, 370; Idemaru, 372;
S. L. 374; Idemaru, 376; Idemaru, 378;
S. L. 380; Idemaru, 382; Idemaru, 384;
S. L. 386; Idemaru, 388; Idemaru, 390;
S. L. 392; Idemaru, 394; Idemaru, 396;
S. L. 398; Idemaru, 400; Idemaru, 402;
S. L. 404; Idemaru, 406; Idemaru, 408;
S. L. 410; Idemaru, 412; Idemaru, 414;
S. L. 416; Idemaru, 418; Idemaru, 420;
S. L. 422; Idemaru, 424; Idemaru, 426;
S. L. 428; Idemaru, 430; Idemaru, 432;
S. L. 434; Idemaru, 436; Idemaru, 438;
S. L. 440; Idemaru, 442; Idemaru, 444;
S. L. 446; Idemaru, 448; Idemaru, 450;
S. L. 452; Idemaru, 454; Idemaru, 456;
S. L. 458; Idemaru, 460; Idemaru, 462;
S. L. 464; Idemaru, 466; Idemaru, 468;
S. L. 470; Idemaru, 472; Idemaru, 474;
S. L. 476; Idemaru, 478; Idemaru, 480;
S. L. 482; Idemaru, 484; Idemaru, 486;
S. L. 488; Idemaru, 490; Idemaru, 492;
S. L. 494; Idemaru, 496; Idemaru, 498;
S. L. 500; Idemaru, 502; Idemaru, 504;
S. L. 506; Idemaru, 508; Idemaru, 510;
S. L. 512; Idemaru, 514; Idemaru, 516;
S. L. 518; Idemaru, 520; Idemaru, 522;
S. L. 524; Idemaru, 526; Idemaru, 528;
S. L. 530; Idemaru, 532; Idemaru, 534;
S. L. 536; Idemaru, 538; Idemaru, 540;
S. L. 542; Idemaru, 544; Idemaru, 546;
S. L. 548; Idemaru, 550; Idemaru, 552;
S. L. 554; Idemaru, 556; Idemaru, 558;
S. L. 560; Idemaru, 562; Idemaru, 564;
S. L. 566; Idemaru, 568; Idemaru, 570;
S. L. 572; Idemaru, 574; Idemaru, 576;
S. L. 578; Idemaru, 580; Idemaru, 582;
S. L. 584; Idemaru, 586; Idemaru, 588;
S. L. 590; Idemaru, 592; Idemaru, 594;
S. L. 596; Idemaru, 598; Idemaru, 600;
S. L. 602; Idemaru, 604; Idemaru, 606;
S. L. 608; Idemaru, 610; Idemaru, 612;
S. L. 614; Idemaru, 616; Idemaru, 618;
S. L. 620; Idemaru, 622; Idemaru, 624;
S. L. 626; Idemaru, 628; Idemaru, 630;
S. L. 632; Idemaru, 634; Idemaru, 636;
S. L. 638; Idemaru, 640; Idemaru, 642;
S. L. 644; Idemaru, 646; Idemaru, 648;
S. L. 650; Idemaru, 652; Idemaru, 654;
S. L. 656; Idemaru, 658; Idemaru, 660;
S. L. 662; Idemaru, 664; Idemaru, 666;
S. L. 668; Idemaru, 670; Idemaru, 672;
S. L. 674; Idemaru, 676; Idemaru, 678;
S. L. 680; Idemaru, 682; Idemaru, 684;
S. L. 686; Idemaru, 688; Idemaru, 690;
S. L. 692; Idemaru, 694; Idemaru, 696;
S. L. 698; Idemaru, 700; Idemaru, 702;
S. L. 704; Idemaru, 706; Idemaru, 708;
S. L. 710; Idemaru, 712; Idemaru, 714;
S. L. 716; Idemaru, 718; Idemaru, 720;
S. L. 722; Idemaru, 724; Idemaru, 726;
S. L. 728; Idemaru, 730; Idemaru, 732;
S. L. 734; Idemaru, 736; Idemaru, 738;
S. L. 740; Idemaru, 742; Idemaru, 744;
S. L. 746; Idemaru, 748; Idemaru, 750;
S. L. 752; Idemaru, 754; Idemaru, 756;
S. L. 758; Idemaru, 760; Idemaru, 762;
S. L. 764; Idemaru, 766; Idemaru, 768;
S. L. 770; Idemaru, 772; Idemaru, 774;
S. L. 776; Idemaru, 778; Idemaru, 780;
S. L. 782; Idemaru, 784; Idemaru, 786;
S. L. 788; Idemaru, 790; Idemaru, 792;
S. L. 794; Idemaru, 796; Idemaru, 798;
S. L. 800; Idemaru, 802; Idemaru, 804;
S. L. 806; Idemaru, 808; Idemaru, 810;
S. L. 812; Idemaru, 814; Idemaru, 816;
S. L. 818; Idemaru, 820; Idemaru, 822;
S. L. 824; Idemaru, 826; Idemaru, 828;
S. L. 830; Idemaru, 832; Idemaru, 834;
S. L. 836; Idemaru, 838; Idemaru, 840;
S. L. 842; Idemaru, 844; Idemaru, 846;
S. L. 848; Idemaru, 850; Idemaru, 852;
S. L. 854; Idemaru, 856; Idemaru, 858;
S. L. 860; Idemaru, 862; Idemaru, 864;
S. L. 866; Idemaru, 868; Idemaru, 870;
S. L. 872; Idemaru, 874; Idemaru, 876;
S. L. 878; Idemaru, 880; Idemaru, 882;
S. L. 884; Idemaru, 886; Idemaru, 888;
S. L. 890; Idemaru, 892; Idemaru, 894;
S. L. 896; Idemaru, 898; Idemaru, 900;
S. L. 902; Idemaru, 904; Idemaru, 906;
S. L. 908; Idemaru, 910; Idemaru, 912;
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